



CENAC Minutes

Date: February 22, 2017 at 6:00 p.m.

Location: GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B

Chair: Robyn Connelly, Director, Community Relations

Committee Member Attendees: David Bishop, Mississauga Resident
Vincent Crisanti, Toronto Councillor, Ward 1
Michael Ford, Toronto Councillor, Ward 2
Colleen Goodchild, Region of Durham
Brad Green, Brampton Resident
Jeff Knoll, Halton Region Town Councillor, Ward 5
Tina Rizzuto-Willan, Mississauga Resident

Regrets: John Davidson, Halton Region Representative (alternate)
Chris Fonseca, Mississauga Councillor, Ward 3
Pat Fortini, Brampton Councillor, Wards 7 and 8
Craig Van Spall, Mississauga Resident
Johan Van t' Hof, Toronto Resident

Vacant Seats Toronto Resident
Brampton Resident

Technical Members Attendees: Adam Biffin, Transport Canada
Leslie Calhoun, NAV CANADA
Colin Novak, Akoustik Engineering Limited

GTAA Staff: K. Bochan
C. Woods
D. Gray
M. Belanger
L. Barrett
N. Mohan
S. Kassam

Secretariat: I. Pringle

Public S. Manning, Brampton
S. Best, Toronto
R. Boehnke, Toronto
O. Rojas, Toronto
J. Moorthy, Brampton
C. Cizmar, Georgetown
J. Silva, Mississauga
R. Slatter, Oakville
H. Shaikh, Cambridge
G. Thackray, Toronto

Attachments: CENAC Information Update

Next meeting: Wednesday, April 19, 2017 at 6:00 p.m.

Item	Details
1.0	PRELIMINARY ITEMS
1.1	Welcome and Roll Call conducted by K. Bochan.
1.2	Review and approval of February 22, 2017 agenda: approved V. Crisanti, seconded J. Knoll
1.3	Review and approval of December 7, 2016 minutes: approved D. Bishop, seconded T. Rizzuto-Willan
1.4	Matters arising from previous meeting <ul style="list-style-type: none">• S. Best, Toronto resident requested that future studies include noise mitigation. In addition, noise mitigation should be included in the Terms of Reference for the Regional Airports Committee Study.<ul style="list-style-type: none">○ As a result of feedback from CENAC, a proposal will be tabled at the next Regional Airports workshop to expand the mandate of one of the sub-working groups to include topics around being a good neighbour (community engagement and consultation, growing responsibly and managing impacts).
2.0	REGULAR ITEMS
2.1	<i>Committee Information Update</i> Aviation Services <ul style="list-style-type: none">• Update provided in presentation. Environmental Services <ul style="list-style-type: none">• No environmental services update for this meeting. Community Relations update <ul style="list-style-type: none">• Update provided in presentation.
3.0	DISCUSSION ITEMS
3.1	Presentations <u>Mega Hub</u> <ul style="list-style-type: none">• E. Waechter, Director, Airport Planning, provided an outline of the Mega Hub vision for Toronto Pearson Airport, titled <i>Pearson Connects</i>.• The full presentation can be found here. <i>Discussion</i> <ul style="list-style-type: none">• R. Boehnke, Etobicoke resident, noticed that there is no mention of government support for the hub. According to the resident, in 2008, there was a change in the rent to Transport Canada: the original payment arrangement was based on a fixed amount; in 2008, a change was made to base rent on the revenue made by the Toronto Pearson.<ul style="list-style-type: none">○ R. Connelly responded that we will obtain clarification on the terms of the ground lease and how the rent paid to Transport Canada is calculated.• C. Cizmar, Georgetown resident, read a statement that raised the following concerns:<ul style="list-style-type: none">○ That Toronto Pearson's growth to become a mega hub is being concentrated in the GTA and other airports and communities across Canada are not given the same opportunity to grow their operations.

- That Transport Canada should operate the airport, as Transport Canada would do more to ensure that there is public input into the development of the mega hub.
- That the public has not been provided with solid answers on the operations and noise pollution in their communities.
- That the NAV CANADA Third Party Airspace Noise Review does not take into account current and future airport capacity.
 - R. Connelly responded that the NAV CANADA Third Party Airspace Noise Review is looking specifically at noise mitigation and a review of the Toronto airspace and not airport capacity.
 - R. Connelly noted that the GTAA has also undertaken the Toronto Pearson noise management benchmarking study to identify noise mitigation initiatives that have been implemented and are successful at other airports.
 - Toronto Pearson is an economic engine in the region, and there has to be a balance between operating an airport with what the community and the country needs.
- S. Best, Toronto resident, stated that she is concerned that there is no mention of noise mitigation in any of the reports or studies that have been produced. To talk about expanding to a mega hub airport when there has been no resolution or mitigation to the noise issue in years is unacceptable.
 - E. Waechter agreed that there has been an oversight in communicating the mega hub vision to the surrounding communities but there is a concerted and a committed effort to correct this going forward.

Action Items

- **Additional clarification requested to better understand the terms of Ground Lease and how rent is calculated.**

2016 Year End Noise Stats

- N. Mohan, Senior Information Officer, provided an update on the Noise Stats for the 2016 year.
- The full presentation can be found [here](#).

Discussion

- R. Boehnke asked if there is a fixed fine amount for each infraction that an airline incurs.
 - A. Biffin replied that fines or penalties associated with any type of infraction are listed in the Canadian Aviation Regulations. After a number of occurrences, the Transport Canada enforcement department has the ability to increase the amount of the fine.
 - S. Manning, Brampton resident, asked if the complaints stats can also reflect what time of the day the complaints are received.
 - N. Mohan responded that the time of day information can be obtained.
 - S. Manning asked if the GTAA has set a deadline for the implementation by the airlines of any new technology to make airplanes fly quieter.
 - C. Woods replied the Toronto Pearson noise management benchmarking study that is currently being undertaken has a component to review quieter fleet initiatives.
 - O. Rojas, Etobicoke resident, asked if a correlation has been conducted to compare complaints to the increase in population and residential development.
 - C. Woods replied that complaints are associated with movements and runway
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operations. Comparison to population is not a statistic that is included in the current system.

- O. Rojas stated that it would be helpful to see a year to year comparison of the data in future complaint stats.
 - C. Woods replied that the GTAA is open to exploring other ways to use this information in future reports.
- S. Best commented that the complaint data does not reflect the community residents that no longer call in complaints. New technology developed so that airplanes can fly quieter is allowing the frequency of flights to increase and it is affecting countries and communities all over the world not just at Toronto Pearson.

Action Items

- **Provide an update on the status of Transport Canada investigations and include Transport Canada investigations as a regular update in the Noise Statistics report.**
- **Committee members requested to be provided with the link to Transport Canada's Corporate Offenders list.**
- **In addition members requested that future Noise Statistics include the following information:**
 - **Analysis of "comments" provided by public;**
 - **Times of day that complaints are made; and**
 - **Year over year complaint distribution.**

2016 Night Flight Update

- L. Barrett provided an update on the 2016 Night flight budget and an overview of the 2017 Night Flight budget.
- The full presentation can be found [here](#).

Discussion

- R. Boenhke suggested that the night flight budget cap should grow with aircraft movement growth, not grow with the number of passengers.
 - C. Cizmar stated the report states that the average number of night flights is 43 per night. Some nights there are more than 43 per night going over the Georgetown community.
 - C. Cizmar also stated he would like to see NAV CANADA adhere to flight paths that avoid residential areas during the night.
 - L. Calhoun, Technical member, NAV CANADA, responded that as part of the Toronto Noise Mitigation Initiatives work, NAV CANADA is studying new approach and departure procedures. The new procedures are currently in the noise modelling department and anticipate having information back in a couple of months.
 - G. Thackaray, Toronto resident commented that of the other flights, medivac and military flights only account for 50 to 200 flights. In reference to the night budget, it is not part of the ground lease. The night budget was brought into effect after 1997-98 when FedEx began their night operations.
 - L. Barrett responded that enforcement of the night flight budget is part of the ground lease.
 - R. Boenhke noted that Toronto Pearson is the only airport in Canada that has a night flight budget, which is a good thing and it makes Toronto Pearson an exceptional and community-sensitive airport.
 - R. Slatter, Oakville resident, stated that other airports encourage the airlines to modify their airplanes to use the new technology and would like to know if Toronto
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Pearson is going to do this as well.

- C. Woods replied that one component of the Toronto Pearson noise management benchmarking study is to look at the quieter fleet incentives, specifically the A320 retrofit. A number of European airports have encouraged the use of the retrofit. This is the information that is being studied and the findings will be brought back to see what changes may be feasible at Toronto Pearson.

Action Items

- **Request to look at the passenger growth formula and how it is applied to the bump up of the night flight budget.**
- **Request for breakdown of the type of flights that are included in the “other” category.**

Construction update

- L. Barrett provided an update on the 2017 rehabilitation phases for Runway 05/23.
- Construction map can be found [here](#).

4.0 PUBLIC COMMENTS

Public comments are noted as part of presentation discussions.

5.0 ADJOURNMENT - Meeting is adjourned.

- The next CENAC meeting is scheduled for Wednesday, April 19, 2017. For additional information, please contact Ingrid Pringle at (416) 776-3035.
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